

# ARUBA NEWS

VOL. 8, No. 1

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The refinery Christmas decorations that add to the holiday spirit here have hard work behind them. Shown at left is one of the toughest jobs, putting the 10-foot lighted star on the tip-top of the Cat Plant, 22 stories up and with no place around to hang a block and tackle. Holding the gin-pole is corporal Sabino Ferres of the Labor Department; others on the job (some not visible) were laborers Anastacio Guerra, Rafael Mendoza, Pedro Mujica, Luiz Teixeira, and Luis Navarro, and electricians Tony Federle and Vandyke Jacobs.

Adornaron el Páscu den refinaria cu ta aumenta atmosfera di e dianan di fiesta aki ta resultadonan di trabao duro. Na banda robes nos ta mira un di e trabaoan di mas trabahosa, esta pa pone e strea iluminá di 10 pia riba top di Cat Plant, 22 piso halto y sin ningun lugar cu nan por pone un catrol pa por bisa e strea facilmente. Esun cu ta tene e palo ta Sabino Ferres di Labor Department; otronan cu a traha ey riba (algun no a sali riba e portret) ta Anastacio Guerra, Rafael Mendoza, Pedro Mujica, Luiz Teixeira y Luis Navarro. Encargá cu iluminación di e strea tabata Tony Federle - Vandyke Jacobs.

## Caribbean Commission Sees Plant in Aruba Trip

Members of the Caribbean Commission visited the refinery last month in the course of an inspection trip to Aruba. The group met in Curaçao December 15, and included Aruba in its side-trips to see the Netherlands West Indies.

The Commission is an advisory body with members from the Netherlands, United States, Great Britain, and France, the chief powers with interests in the Caribbean. Their stated purpose is to promote cooperation between these powers for the improvement of social and economic welfare in the area.

Their program includes a customs union which would abolish or fix very low import duties; the establishment of industries in the islands; and studying social conditions in the West Indies. Their immediate aim will be to increase the population's earnings through fisheries, tourist business, trade, and home industry.

## Professors Visit Apprentices

Early this month Professors I. D. Dresden of Delft and P. J. Goudrian of Hilversum visited the refinery as part of a survey they are making of the Curaçao Territory's economic status. The plan, backed by Netherlands and Curaçao government and by business interests, is to find means of furthering the economic welfare of the territory. While here the professors took a particular interest in the apprentice training program, since they regard educational advances as an important part of Aruba's growth.

## Aruba-U.S. Telephone Service Starts with Xmas Greetings

Telephone calls to New York, Los Angeles, or any other point in the United States with long-distance connections are now possible by wireless-telephone service. The facilities, which had long been delayed by wartime shortages of essential equipment, were inaugurated a few days before Christmas. Lt. Governor L. C. Kwartsz held the first conversation, followed by Inspector of Taxes A. Schutte. During the afternoon of the first day's operation General Manager J. J. Horigan spoke with W. J. Haley in

## These Ideas PAID

### In November C.Y.I. Awards

Juan Maduro, Fls. 15.00, install airline manifold at northwest corner of Circulating Pumphouse at No. 8 Rerun still. Manohar Lall and Thomas Eastwood, Fls. 15.00 each, install rear view mirrors on three-wheel scooters.

Francis Guevara, Fls. 15.00, install a bulletin board in the Storehouse office.

Mariano Garrido, Fls. 50.00, additional support for pedestal of bulldozer cylinder.

Andrew Vanterpool, Fls. 15.00, install handles on garbage cans.

Hendrik Chin, Fls. 35.00, install feed meter in No. 12 Aviation debutanizer overhead line to feed drum of the H.O.S. & S. Plant.

Hacinto Ras, Fls. 15.00, improved method of inserting thermometers in cork.

Hermanos Euson, Fls. 15.00, relocate gauge board of tank No. 205.

Alexander Gumbs, Fls. 20.00, install 2½ gal. fire extinguishers on wooden buildings at Colorado Point.

James Seymour, Fls. 25.00, install 1" bypass with valve around 4" steam inlet blockvalves to Nos. 1 & 2 stabilizer reboilers.

Edgar Leysner, Fls. 15.00, install 1½" valve in airline to electric whistle at No. 11 Crude still.

Michael Alexis, Fls. 20.00, protection of A & B foam lines between Gasoline and Utility Docks.

Miss Nydia Ecury, Fls. 25.00, run a "Children's Page" in the Aruba Esso News.

Ernest Tulloch, commendation, extend fire sprinkler system to new additions to Storehouse building.

the Company's New York office.

The service proved a boon to many Lagoites who took opportunity to telephone their families in the United States during the Christmas holidays. Many reported good connections, though atmospheric conditions sometimes interfered. Rates to the New York area were approximately Fls. 5 per minute, which was regarded as a reasonable charge.

The new service is expected to be of great assistance to both business interests and private individuals.

## Lago Employees Receive Extra Million And a Half Fls. in Thrift Plan Accounts

An additional contribution of nearly a million and a half guilders was granted by the Lago Oil & Transport Company and the Esso Transportation Company December 24, to all employees in the Thrift Plans and Provident Fund. This is in addition to the amounts contributed regularly by the companies to each participant's thrift account, and is the largest extra contribution made since the plan began.

Over 6,000 employees benefitted by the distribution of extra credits, including both refinery and marine personnel in the Thrift Plans and Marine Provident Fund. Each participant's account is credited with a fixed sum, plus a percentage of the total amount he contributed to the plans over the past year.

While these extra contributions are not guaranteed in the provisions of the plans, they have been made every year in varying amounts for the past eight.

*The majority of the employees benefitted are in the Lago Thrift Foundation, where 5,073 will receive the extra credits. For this group (88 per cent of those eligible) the additional contribution amounts to a credit of Fls 25 to each of their accounts, plus 60 per cent of their own contributions to the Plan between November 1, 1945 and October 31, 1946.*

The Thrift Plans and Provident Fund enable employees who participate to save money regularly, not only for self-support in later years, but (in the Thrift Plans) as a cash reserve that can be borrowed from at low interest in times of emergency. A participant allots a percentage of his wages to the plans, and the companies add a certain percentage of his contribution. Not only do the plans provide a means of saving regularly, but the employees' savings are increased substantially by the amounts added by the Company.

Employees who are not yet taking advantage of the Thrift Plan's opportunities can get full details about it at the Personnel Department.

## Windward Islands Group Starts New Publication

A few days before Christmas the first issue of "The Voice of the Windward Islands" made its appearance. It is the new bi-monthly publication of the Netherlands Windward Islands Welfare Association, which was founded here in June, 1944 to promote the welfare of Saba, St. Eustatius and St. Marten.

The first issue of the paper contains introductions to the society by Leon Bell of Electrical, and to the paper by editor E.M. Bell, sports and social news, and reports from committees. These include a building committee that is planning a clubhouse and a ladies' unit that has started a nursing class organized by Lilian van den Arend and instructed by Mrs. Kingbeil.

In an election of new officers for the association January 8, Leopold Illidge, one of the founders, was named president. Claudius Elis of Electrical is the new vice-president, Charles Wilson of the Dining Hall is secretary, and Milton Peters of the Boiler Shop was elected treasurer. Ex-president Hillman was elected legal advisor.

Gordon Ollivierre of Utilities, who saw the Olympics in Barranquilla, was back in Aruba for a few days last week. With vacation lasting into February, he went back to Colombia to spend a couple of weeks in the mountains.

## Empleadonan di Lago Ta Ricibí Millón y Mei Florin Riba Cuentanan di Thrift Plan

Dia 24 di December, Lago Oil & Transport Company y Esso Transportation Company a duna un contribucion adicional di casi milon y mei florin na tur empleadonan cu ta den Thrift Plannan y Provident Fund. Esaki ta ademá di e sumanan cu e companianan ta contribui regularmente na cuenta di thrift di cada empleado, y esaki ta e contribucion extra di mas grandi desde cu e plan ta existi.

Mas di 6,000 empleado tabatin beneficio di creditonan extra, cu ta inclui personal di refinaria y marina cu ta participa den Thrift Plannan y Marine Provident Fund. Cuenta di cada participante ta worde aumentá cu un suma fiho, mas un percentahe di e suma total di loque el a contribui na e plan durante e anja cu a pasa.

Aunque e contribucionnan aki no ta garantizá den condicionnan di e plannan, toch cada anja na a tuma lugá cu sumanan variable durante e ocho anjanan.

E mayoria di empleadonan cu tin beneficio ta esnan cu ta den Lago Thrift Foundation, pues ey tur 5,073 participantenan lo haya crédito extra. Pa e grupo aki (88 por cientodi esnan eligibel pa tuma parti aden) e contribucion adicional ta monta na un crédito di Fls. 25 riba cuenta di cada un, mas 60 por ciento di loque nan mes a contribui na e Plan entre November 1, 1945 pa October 31, 1946.

Thrift Plannan y Provident Fund ta duna empleadonan cu ta participa oportunidad pa spaar placa regularmente, no solamente pa sostene nan mes despues di tempo, pero tambe (den Thrift Plannan) como un reserva, di cual por fia na ora di emergencia, pagando un interes masha abao. Un participante ta contribui un percentahe di su sueldo na e plan, y e companianan ta pone acerca un cierto percentahe di su contribucion. No solamente e plannan ta duna oportunidad pa spaar regularmente, pero tambe loque empleadonan ta spaar ta aumentá substancialmente cu e sumanan cu Compania ta pone acerca.

Empleadonan cu ainda no ta tuma ventaha di oportunidadnan di Thrift Plan por haya detayanan completo na Personnel Department.



"Best in Show" prize on the Amateur Night program at the Lago Club December 21 went to Terry de Souza, for her song "If You Were the Only Girl". She is shown receiving a wristwatch from Leonard Bruce, secretary of the Lago Club Committee. The second prize, a pen and pencil set, went to Kelvin Joseph for his imitation of a lady preparing for bed. Henry Forte (King of Calypso) was third with a clock for his two calypsos. A special prize of a photo album was presented to Frank Moll for his muscle control act. M. Peters took the prize for boys, and E. Geerman went away with the girls' prize. Genial Joe Arrias was the popular master of ceremonies.



# ARUBA ESSO NEWS

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## Employee-Management Safety Efforts Have Results & Credit



Credit where credit is due

Employees' efforts in working safely and reducing accidents had recognition recently with the announcement of awards in the National Safety Council's contest for July 1, 1945 to June 30, 1946. The certificate above was awarded to the refinery "in recognition of its outstanding achievement in reducing the frequency of disabling injuries". It resulted from a nearly one-third improvement in the frequency rate, as well as a 52 per cent improvement in the severity rate.

In over-all safety performance Lago's employees were seventh out of 16 in a related-size group of refineries, with this refinery out-ranking domestic refineries of S.O. (N.J.) in safe working. (This was a striking improvement over last year's standing of fourteenth out of 16.)

At the same time awards announced in the Marine Section Safety Contest brought top honors and framed certificates to two Aruba groups: the Esso Transportation Company (Lake Fleet) took first place in the Tankers Division, and Lago took first place in the Stevedoring Division. Plans are being made to display these plaques conveniently for the interest of those who earned them. In each case their safety records were outstandingly better than the average of the groups they were competing with.

Esfuerzonan di empleadonan pa traha cu seguridad y pa mengua accidente a worde reconoci recientemente cu anuncio di certificadonan ganá den e competitie di "National Safety Council" cu a dura dia 1 di Juli, 1945 te Juni 30, 1946.

Frecuencia di accidentenan a mengua na un tercera parte di loque e tabata y gravedad di e accidentenan a mengua 52 por ciento di loque e tabata. Aki riba nos por mira e certificado cu a worde duná na refinaria di Aruba.

Na e mes tempo Marine Section Safety Contest a presentá dos certificado na dos grupo di Aruba: Lake Fleet a sali di promé den Tankers Division y den Stevedoring Division Lago a sali di promé. Proficiat!

Ningun hende no ta considera un truck cu ta corre un milla pa ora peligroso algo peligroso. Si un truck corriendo asina poco-poco dal un hende ta solamente un sla chikito e ta, hiba.

Ta depende, sinambargo, di ki moda bo ricibi e sla. Si bo ta pará dilanti di e truck, quizas ni cai bo no ta cai. Pero si bo pia ta bao di e wigel of si e worde primí mei-mei di suela y e tire, anto si ta algo serio.

Un empleado di Paint Department a haya sa esey. El a buia for di un truck un momento promé cu el a para y ora e homber a bula su pia a bai p'atras y el a pega entre suela y e tire—e tire no a pasa riba su pia, solamente primí e pia tabata. Resultado: cuater weso kibrá y 70 dia perdi for di trabao. Y e truck no tabata corre ni un milla pa ora!

WARDA TE ORA UN AUTO PARA  
PROME BO SALI AFOR

Bon recordnan di seguridad ta duna un cierto satisfacción na tur empleadonan, pasobra redución o prevención di accidentes ta pa empleadonan mes bon. Pero bon record no ta duna ningun placer a esun empleado cu a hiba desgracia. E sufrimento, ausencia for di su famia y podiser pérdida di placa cu ta resultá di mayoría di accidentenan ta loque mas ta preocupa.

Empleadonan y Directiva a coöpera pa haci Lago un lugar mas sigur pa traha. Cuidao especial di cada empleado ta necesario pa sigui mantené como tal.

## Departmental Reporters

(Dots indicate that reporter has turned in a tip for this issue)

Simon Coronel.  
Bipat Chand  
Sattaur Bacchus  
Gordon Ollivierre  
Luciano Wever  
Simon Geerman  
Bernard Marquis  
Iphill Jones  
Erskine Anderson  
Sam Viapree  
Fernando Da Silva  
Bertie Viapree  
Hugo de Vries  
Pedro Odor  
Mrs. Ivy Butts  
Jacinto de Kort  
Henry Nassy  
Harold Wathey  
Mrs. M. A. Mongroo  
Elsa Mackintosh  
Elric Cricklow  
Alvin Teixeira  
Calvin Hassell  
Federico Ponson  
Edward Larmone  
Edgar Connor  
Marin Harms  
Cado Abraham  
Jan Oduber  
John Francisco  
Jose La Cruz  
Vanisha Vanterpool  
Ricardo Van Blaricum  
Claude Bolah  
Hubert Ecury  
Harold James  
Edney Huckleman  
Samuel Rajroop

Hospital  
Storehouse  
Instrument  
Electrical  
Labor  
Drydock  
Marine Office  
Receiving & Shipping  
Acid & Edeleanu  
L. O. F.  
Pressure Stills  
C.T.R. & Field Shops  
T.S.D. Office  
Accounting  
Powerhouse 1 & 2  
Laboratories 1 & 2  
Laboratory 3  
Lago Police  
Esso & Lago Clubs  
Dining Hall (3)  
Catalytic  
Gas & Poly Plants  
M. & C. Office  
Masons & Insulators  
Carpenter & Paint  
Machine Shop  
Blacksmith, Boiler & Tin  
Pipe  
Welding  
Colony Commissary  
Plant Commissary  
Laundry  
Colony Service Office  
Colony Shops  
Garage  
Personnel  
Sports  
Special

PICTURE CREDITS: Falcon Society and Methodist pageant, page 8, and Lago Club presentation, page 1, by Samuel Rajroop. Photographs on pages 4-5-6 taken from "Ships of the Esso Fleet in World War II".

Trucks moving at one mile an hour aren't usually considered dangerous. If hit by one moving that slowly, you would receive no more than a little bump.

It all depends, though, on how you happen to be bumped. If standing in front of the truck you would probably not even fall down. But if your foot were under a wheel, or even squeezed between the side of a tire and the ground, it would be serious.

A Paint Department employee recently learned this, to his sorrow. He jumped off the side of a truck just an instant before it stopped moving, and as he did his foot swung back and was cramped between the wheel and the ground — not run over, just squeezed. Result: four broken bones and 70 days of being disabled. And the truck was moving less than a mile an hour!

## WAIT TILL VEHICLES STOP BEFORE GETTING OFF

Good safety records can bring a sense of satisfaction and achievement to all employees; any reduction or prevention of injuries is to the good. But fine records bring no pleasure to the one employee who may be hurt. The suffering, absence from his family, and possible loss of earnings that result from most accidents are his chief concern.

Employees and Management together have cooperated to make Lago a safer place to work. It will continue to take the extra care of every employee to keep it so.

Algun dia promé cu Pascu conección di telefoon entre Aruba y New York a worde inaugurá ora Gezaghebber Kwartz a tene e promé conversacion, sigui pa Ontvanger A. Schutte. E mesun merda Gerente General J. J. Horigan a papia cu W. J. Haley na oficina di Compania na New York. Ta posibel pa haya conección cu tur parti di Merca y ta costa mas o menos Fls. 5 pa minuut entre Aruba y New York, loque ta un prijs rasonabel.

E servicio nobo lo ta un gran ayudo, tanto ta pa interesnan di negocio como pa interes individual.



## "C.Y.I." Plan Expanded To Include Supervisors

The "Coin Your Ideas" plan, long a source of profit to clear-thinking employees with good ideas, was broadened January 2 to make supervisors eligible for awards.

While supervisors' jobs include the use of their experience and skill to improve operations, it has been recognized that each one's responsibilities are limited according to his position. The extension of the plan will now make it possible to reward this group of employees for accepted suggestions that are not directly in line with their duties.

## Long Service Awards

December, 1946

## 20-Year Buttons

John Whitney  
Gas Plant

Elias Lopez  
Marine Wharves



Nicolaas Rasmijs  
M. & C.

Venancio Wernet  
Marine Wharves

## NEW ARRIVALS

A daughter, Johanna Teresa, to Mr. and Mrs. Leonardo Boekhoudt, December 10.  
A son, Rudolph Achylus, to Mr. and Mrs. Cyrille Richardson, December 10.  
A daughter, Jermin Ruby, to Mr. and Mrs. Stephen Blaize, December 11.  
A daughter, Jean Eileen, to Mr. and Mrs. Isaac Moses, December 11.  
A son, Eusebio Lucio, to Mr. and Mrs. Ergo Beaumont, December 13.  
A daughter, Maria Bernadette, to Mr. and Mrs. Charles Hodge, December 13.  
A son, Miguel Jose, to Mr. and Mrs. Mateo Lacle, December 13.  
A son, Sythie Palmber, to Mr. and Mrs. Power Daniel, December 14.  
A son, Gordon Emanuel, to Mr. and Mrs. Rupert Logan, December 14.  
A son, Lenist Lenoid, to Mr. and Mrs. John Moses, December 15.  
A son, Frank Willard, to Mr. and Mrs. Darrell Jackson, December 19.  
A son, Dominico, to Mr. and Mrs. Pablo Kock, December 20.  
A son, Noel Robert, to Mr. and Mrs. Bertram Schoonmaker, December 20.  
A son, Tommy, to Mr. and Mrs. Vicente Arends, December 21.  
A daughter, Aurora Patrocina, to Mr. and Mrs. Edelmiro Schwengle, December 22.  
A daughter, Gracia Maria, to Mr. and Mrs. George Thomas, December 22.  
A daughter, Margarita Filomena, to Mr. and Mrs. Alexander Leon, December 23.  
A daughter, Linda Joan, to Mr. and Mrs. Reginald McLean, December 23.  
A daughter, Marjorie Gale, to Mr. and Mrs. Robert Grossman, December 24.  
A son, Roger Thomas, to Mr. and Mrs. Arthur Mcnutt, December 24.  
A daughter, Canva Norma, to Mr. and Mrs. Hicks, December 26.  
A son, Donald Livingston, to Mr. and Mrs. Vincent Horne, December 27.  
A son, Joseph, to Mr. and Mrs. Joseph Thomas, December 27.  
A daughter, Princess Leonora, to Mr. and Mrs. Hutchinson Prime, December 27.  
A daughter, Elaine Mary Diana, to Mr. and Mrs. Albert Jeffrey, December 27.  
A son, Godwin, to Mr. and Mrs. Adolphus John, December 27.  
A daughter, Uris Desiree, to Mr. and Mrs. Thorne, December 27.  
A daughter, Filomena Guillermina Inocencia, to Mr. and Mrs. Constanction Alders, December 28.  
A son, Imin Leonard, to Mr. and Mrs. Theophile Manuel, December 28.  
A son, Felix Roberto, to Mr. and Mrs. Denius Kraythoff, December 29.  
A daughter, Ingrid Gloria Marion, to Mr. and Mrs. Vernon Mondinho, December 31.  
A daughter, Helen Isadora, to Mr. and Mrs. Isaias Arends, December 31.  
A son, George Colville, to Mr. and Mrs. Maurice Bobb, December 31.  
A son, Edmundo Silvestre, to Mr. and Mrs. Antonio Thode, December 31.  
A son, Vicente De Silve, to Mr. and Mrs. Porfilio Croes, December 31.  
A son, Vallito Estebano, to Mr. and Mrs. Dominico Maduro, January 1.  
A daughter, Rita Henriette, to Mr. and Mrs. Max Van Bochoive, January 1.  
A son, Simeon, to Mr. and Mrs. Jacinto Donati, January 5.  
A son, Donald Lawrence, to Mr. and Mrs. Anthony Perrotte, January 6.  
A daughter, Elaine Leonardo, to Mr. and Mrs. Huck Varlack, January 7.  
A son, Roland Frans, to Mr. and Mrs. Frans Koolman, January 7.  
A son, Earl, to Mr. and Mrs. Hugo de Vries, January 7.  
A daughter, Cheryl Ann, to Mr. and Mrs. Albert Herdman, January 7.  
A daughter, Elsa Seferina, to Mr. and Mrs. Daniel Angela, January 8.  
A daughter, Geraldine Marie, to Mr. and Mrs. Aage Jensen, January 9.



This year, as it has for a number of years past, the holiday season started with a Christmas party at the Lago Marine Club in honor of Government employees. Nearly 300 guests enjoyed the food, drink, and good fellowship common to these parties.

New features of the evening included a souvenir program dedicated to Lt. Governor L. C. Kwartsz and listing names of all the guests, professional entertainment, and a contest yielding a prize to the guest who secured the most autographs on his program.

A quartet sang carols and novelty numbers. Left to right are Carter Miller, William Weber, Charles Overstreet, and Leonard McReynolds.



Jan Valk and his accordion provided some of the best entertainment. (In other years his father, L. A. Valk, has done the same thing, only with a concertina.)

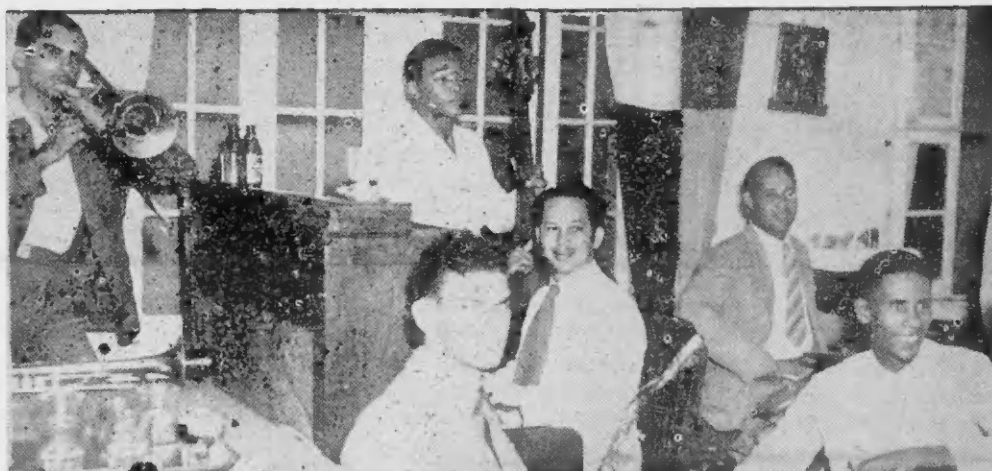


Above, group singing was a most popular feature. (The enthusiastic singer in the foreground is L. A. Valk, whose son was accompanying on the accordion.)

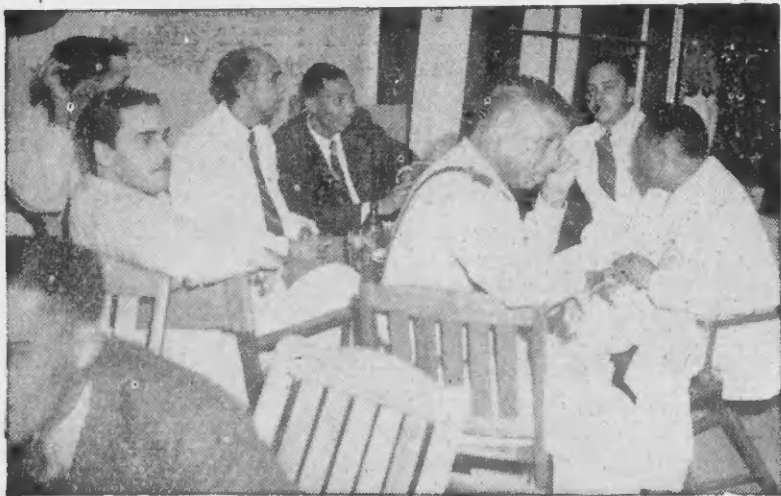
Below, a group of immigration men exchange program signatures with George Hemstreet.



The Postoffice crew, perhaps the hardest-working men on the island during the week before Christmas, had good cause to relax during the party.



Linscheer's Orchestra takes time out from music-making to enjoy one of the solo musical numbers.



The Customs group, above, includes Policarpo Jandroep, (in the uniform) who drives the Lt. Governor's car.

Charles William produced popular South American rhythms with his guitar.



This group includes one of the newest Military Policemen (second from left) and also one of the oldest—Jan Oorthuis, fourth from left, who is now with the Lago Police but started out with the M.P.'s in 1928. His son-in-law, Jan de Boer, third from left, won the autographed program contest.

Antonio de Barros of the Dining Hall staff makes ready some of the refreshments.



Below are some of those most concerned with organizing the party. Left to right are G. B. Brook, G. P. Hemstreet, J. Abadie, J. F. X. Auer, W. Bool, A. L. Eves, E. G. Armstrong, and R. P. Fraser. Members of the committee not in the picture are J. Wervers and M. K. Hamilton.





# They that go down to the sea in ships



The records of 135 ocean tankers of the Standard Oil Company (N.J.) and the Panama Transport Company during World War II are a vital part of the history of the Allied war effort. These ships delivered over 665,000,000 barrels of oil to the war fronts in every theater of operation; above decks they carried important loads of airplanes, PT boats, landing craft, tanks, and trucks. Also, says President Eugene Holman in a tribute, they carried heroes, and skill, and courage beyond the call of duty.

The stories of their adventures, successes, and disasters were recently compiled in a book that is dedicated to the men who served aboard the tankers, those who gave their lives and those who survived and carried on.

The names of many of these ships have been by-words in Aruba for 20 years. Because Lago could not have fulfilled its obligations in the war without them—nor even existed—some of their stories are told here. The material, in condensed form, is from "Ships of the Esso Fleet in World War II".

## The Ship that Wouldn't Sink

Not long after the submarine attack on Aruba in February, 1942, many departments in the refinery received instructions from the Storehouse to re-order certain supplies that they had originally ordered months before. Somehow word got around that these supplies had been Aruba-bound on the **Esso Bolivar**, and that "something had happened to the ship", though what had happened never became generally known. A great deal had happened to the **Bolivar**, and to its staunch crew:

On March 1, 1942 the **Esso Bolivar**, with a load of fresh water, commissary stores and general cargo, left Newport News, Virginia bound for Aruba without convoy. At 2:30 a.m. March 8, when the ship was 30 miles southeast of the U.S. Naval Base at Guantanamo, Cuba, the first shell from a submarine's deck gun narrowly missed her bow. Shells began exploding on deck as the sub found the range. An SOS call was sent and acknowledged just before a burst of shrapnel put the radio out of commission. A shell started a fire in the galley, at the same time breaking the fuel oil line to the galley range. The oil spread the fire over the stern until the gun crew had to abandon the gun mounted there. The steering gear was shot away, lifeboats were damaged or demolished, and the ship was completely out of control.

The deck was burning fiercely. It included cylinders of acetylene shattered by shellfire; the escaping, burning gas set fire to a cargo of liferafts consigned to Aruba. "Besides", reported Chief Engineer McTaggart, "we had over 300 gallons of paint off the engineroom and this caught fire from the intense heat of

the bulkheads. You can't really picture what it was like..... the submarine was firing shells as fast as a clock ticks, accurately and with no let-up. Every few minutes someone was getting hurt or killed". Later, after the order came to abandon ship, Chief McTaggart and his two assistants stayed below for a time to put the engine in as good order as possible for future operation if salvage was possible. Up forward, Capt. James Stewart had been killed. Chief Mate Fudske had started to lower the only lifeboat that could be launched; it had been riddled with shrapnel holes, and sank to the gunwales, supported only by the buoyancy of the air tanks. Before the ropes could be released, a shell exploded against the ship's side directly over the boat, and Mate Fudske and Messman Daley were killed. Two battered lifeboats and three rafts eventually got away, and a number of men were floating in lifejackets.

For nearly two hours the submarine shelled the burning tanker without sinking it (and occasionally sprayed the surrounding waters with a machine gun). Just before daybreak a torpedo ripped into the ship, which listed badly but stayed afloat. The sub then disappeared.

As the lifeboat containing Fudske and Daley picked up floating survivors, the added weight started to sink it, so the bodies were lowered into the sea. After daybreak the men worked to plug the shrapnel holes in the airtanks of the nearly submerged boats. As McTaggart reported: "We took the air-tanks out one by one and plugged the holes after letting the water out. Some of the men were wearing complete lifesaving suits with heavy rubber boots; we cut the boots

away and pulled them through the large holes as stuffing... There were vegetables floating around — part of the commissary stores hurled out of the ship through the huge hole made by the torpedo. We picked up scores of parsnips and carrots; they were ideal for plugging smaller holes....."

(Remember how scarce parsnips and carrots were at the Commissary in the middle of 1942?)

By noon all survivors had been picked up by Navy craft and were taken to Guantanamo. And by 9 o'clock next morning 14 of the **Bolivar's** crew, 25 Naval personnel, and a Navy tug were back to try to save the tanker, which was still burning and had a 20 degree list.

While a pumpman expertly gravitated the ballast to different levels until the ship floated level, McTaggart went to work on his engines. The result was called "McTaggart's miracle" by a crew member who gave this description: "The naval officers were getting ready to tow the ship and the tug was just tightening the hawser when the chief engineer reported to the bridge that he was ready to start the main engine. When the men on the tug were told to cast off and the **Esso Bolivar** started to move under her own power, I never saw so many surprised people. The tug barely cast off in time and was almost towed by the ship. Her men had to cut the hawser."

The ship arrived at Guantanamo that night, still burning, and it was three more days, with shifts working around the clock, before the last fire in the refrigerating room's cork insulation was

extinguished. After temporary repairs there, the ship limped up to Mobile for permanent repairs. Five months after the attack the ship was again on the New York—Aruba run.

The first Liberty ship honoring a member of the Esso fleet personnel lost by enemy action was the **SS Hawkins Fudske**, named for the chief mate of the **Bolivar**. Four men received Presidential citations and Distinguished Service Medals:

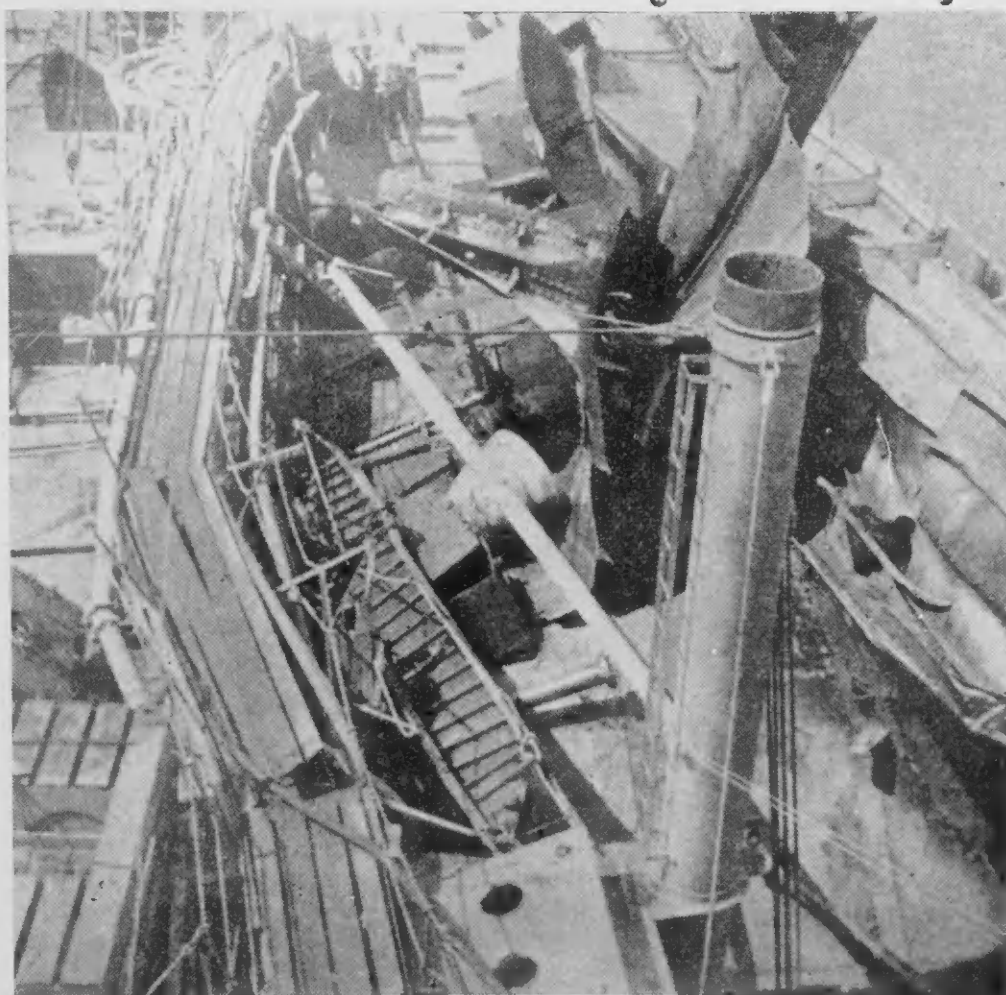
**Chief Mate Fudske:** ".....realizing, in his dying condition, that the safety of the men depended on getting their boat away from the side of the ship, his last words were 'Never mind me, fellows. Try to get the boat away'."

**Chief Eng. McTaggart:** ".....heroism and especially meritorious service under unusual hazards .....extraordinary courage and disregard of danger in the protection of his vessel....."

**Fireman Arthur Lauman:** ".....with fires above and below decks, he remained at his post in the fireroom .....when ordered to report to his boat station he was found calmly clearing debris in order to continue operations .....helped another seaman fight off sharks attacking a wounded member of the gun crew....."

**Able Seaman C. Richardson:** ".....although injured himself, he got two badly wounded Navy armed guard men into the water, placed one on his back and had the other grasp him around the neck .....defended himself and his companions against sharks, which pulled the man off his back .....but he succeeded in getting the second wounded man and himself into a lifeboat....."

A torpedo ripped up the deck of the **Esso Aruba** when it exploded inside the ship.



## Aruba's "Name-ship" Sets Record

The most familiar ocean tanker in San Nicolas harbor, the **Esso Aruba**, was torpedoed and nearly had its back broken. It was out of service for six months while repairs were made, yet it piled up what is probably the record for the Esso fleet: the enormous total of 11,060,473 barrels of vitally important oil, in 116 cargoes, between September 3, 1939 and V-J Day.

The **Esso Aruba** sailed from Guiria, Venezuela Aug. 15, 1942, with 104,170 barrels of diesel oil destined for New York; at Trinidad it joined a north-bound convoy. Captain Frank Pharr's story:

"The night of August 27 the weather was clear with a nearly full moon..... at 11 p.m. escort vessels began dropping depth charges one or two miles off, and heavy gunfire and tracer bullets were visible in the vicinity..... at 12:30 a.m. the gunfire subsided and an escort flashed the signal 'Submarine disposed of'. At 12:40 a.m. the **San Fabian**, in the next column, was torpedoed. Three minutes later the **Rotterdam** was the next victim, with a huge fire flaring up. Almost simultaneously the **Esso Aruba** was struck..... the torpedo entered No. 6 tank and blew up inside the ship. The deck over the tank was blown 20 feet into the air..... A 16-year-old messboy, quartered about 30 feet from the point where the torpedo struck, slept through the explosion and general alarm and finally had to be dragged from his bunk..... The vessel sagged in the middle and was nearly broken in two. Two tanks were entirely open to the sea, and water flowed into these to replace the oil lost; this prevented the ship from capsizing. Only one man had been injured, when he was bounced out of a cot where he was sleeping on deck....."

The **Esso Aruba** reached Guantanamo, Cuba under its own power; the commandant of the naval base feared contamination of the harbor, but permitted the ship to be beached in the bay, as she was in danger of breaking in two if she remained outside. Over 60,000 barrels of oil were salvaged. Then, after temporary repairs, she was sent to drydock at Galveston. She re-entered service February 13, 1943.



## Taking it From All Sides

The **J. A. Mowinkel** "took it on the hull" from both German and U.S. explosives during a U-boat attack in July, 1942 that cost the lives of two of her crew and laid up the ship for eight months.

She was in a south-bound convoy off Cape Hatteras, carrying food and 6,000 tons of drinking water for Aruba, when she was torpedoed, the second of three ships hit in rapid succession. (Navy Department records, checked since the end of the war against German records, proved that the attacking submarine was destroyed by escort planes and ships).

Captain Harold Griffith's account: "A survey showed that we had been hit about eight feet below the waterline, the explosion tearing a 20 by 20 foot hole .....the steering engine room, the galley, the messrooms, and the after gun platform were wrecked. There was a six-inch hole in the after bulkhead of the engine-room, and it began filling up. A mattress was stuffed in the hole and braced there with planks, but the water kept coming in..... we headed for the beach. We had covered about 20 miles when a second explosion occurred....."

Unknown to the masters of the **J. A. Mowinkel** and to another torpedoed ship that was trying to reach shore, or to the Navy escort that accompanied them, a U.S. mine field lay between the crippled ships and the shore. It was getting dark at the time of the second explosion, and the captain decided to abandon the vessel, after anchoring it in the hope of later salvage.

Next day the captain and a number of volunteers returned to the ship. A tug assisting in the salvage operations struck a mine and sank immediately. After the area had been swept for mines, the **Mowinkel** was towed to Hatteras Inlet and beached, for temporary repairs. (For several days the ship's officers had to live on board; the galley was under water, so they couldn't cook. They lived chiefly on Lago's ice cream and frozen strawberries — and say they have had no desire for either item since.)

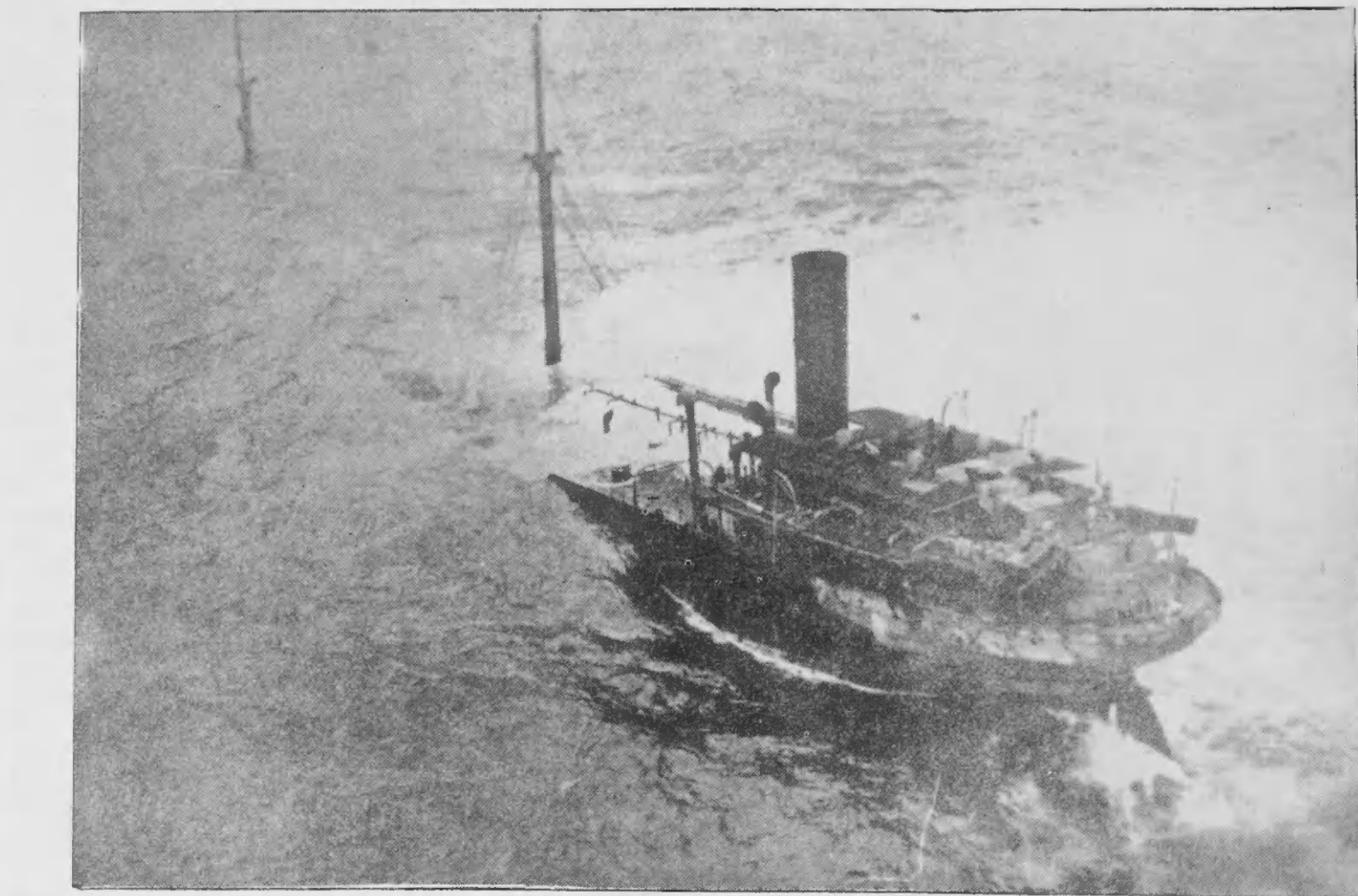
Some time later, after the ship had been refloated, it dragged its anchor in the night and again struck a mine. (The other ship trying to reach shore had capsized and sunk in the entrance to Chesapeake Bay). The **Mowinkel** was eventually repaired, and returned to service in March, 1943.

Just a month before her own encounter with a submarine, the **Mowinkel** had brought to Aruba the captain, second mate, and two stewards of the Royal Netherlands Steamship Company's **SS Crijnsen**, which had been torpedoed a few days before. The K.N.S.M. ship had been en route from Curaçao to New Orleans when it was lost. Picking these four survivors off their raft was a feat in fast rescue operations. Quoting from the captain's report: "The raft was helpless and on account of the sea running we could not get alongside and did not want to remain in that vicinity very long..... we lowered the boat, started the outboard motor, reached the raft, took off the survivors, returned to the **J. A. Mowinkel**, and hoisted the boat with the ship's winches, all in 19 minutes."

## Aruba Shuttle Service

Eight ships were assigned to the perilous job of being Lago's lifeline during most of the war years: the **Esso Bolivar**, the **C. O. Stillman** (until she was lost), the **Esso Aruba**, the **Esso New Orleans** (second of that name), the **F. H. Bedford Jr.**, the **Esso Raleigh** (second so named), the **J. A. Mowinkel**, and the **Peter Hurlb.** They plied more or less regularly between Aruba and New York.

In the geography of World War II, Lago was one of the most important key bases of petroleum supply in the world — and keeping it regularly supplied with fresh water, commissary stores, and refinery equipment was one of the most important jobs on the sea. Ships were anonymous during the war, slipping in and out of port with no fanfare. They need not be anonymous now; with irregular help from others, these are the ships that did the job of keeping Lago supplied.



The **F. W. ABRAMS** left Aruba June 2, 1942 bound for New York. The picture above, taken June 11, shows the end of the voyage. Proceeding without escort nine miles off Cape Hatteras, the ship received a torpedo in the starboard bow. Though reduced to slow speed, she didn't seem to be sinking so the captain started to head for the nearest port. Thirty minutes later another torpedo struck, and the tanker started to settle by the bow. After 20 minutes came a third explosion, more violent than the preceding two, and the **ABRAMS** began to sink rapidly. The crew abandoned ship with only one man injured. The stern stayed afloat for two days, but heavy seas battered the ship until she disappeared.

## Without a Trace

Of the untold hundreds of ships that were sunk in World War II, few went to the bottom without the disaster being seen from other ships, or without a survivor to tell the tale. This, however, was the fate of the **Esso** tanker **L. J. Drake**.

The **L. J. Drake** and the **C. O. Stillman** sailed together from San Nicolas on the morning of June 4, 1942, the first headed for Puerto Rico and the second for New York. The two ships were together for a time after leaving Aruba; however, the **Stillman's** speed was 9½ knots, and the **Drake's** was 9 knots, so the latter gradually fell behind, and went out of sight at nightfall. The **L. J. Drake** was never seen or heard from again, lost without a trace. The ship had 35 crew members and 6 Navy gunners aboard when she disappeared.

The **Paul H. Harwood**, well-known in Aruba since the earliest days of the refinery, survived a torpedo in the Gulf of Mexico in July, 1942; later it went on to complete a full war record that included a trip on the dangerous route to Murmansk early in 1945.

For the voyage to arctic Russia, the **Harwood** carried 60,000 barrels of industrial alcohol for munitions-making. This was one of the most hazardous routes in the world, and their 22-ship convoy was escorted by two aircraft carriers, a cruiser, destroyers, and destroyer escorts. Attacks came frequently from submarines and from as many as 25 torpedo planes at once. Freighters and tankers were sunk on all sides of the **Harwood**, but she wasn't touched. "One of the destroyers following us was hit, apparently in her magazine. A steam cloud rose about 300 feet in the air and when it gradually settled down there was nothing left of the vessel. It was rumored one man was saved....."

## A Ride in a U-Boat

To two seamen of the **M. F. Elliot**, torpedoed 150 miles northwest of Trinidad, went the extraordinary experience of being rescued by a Nazi submarine, held for three hours, then set adrift in a small boat from which they were rescued five days later for the second time.

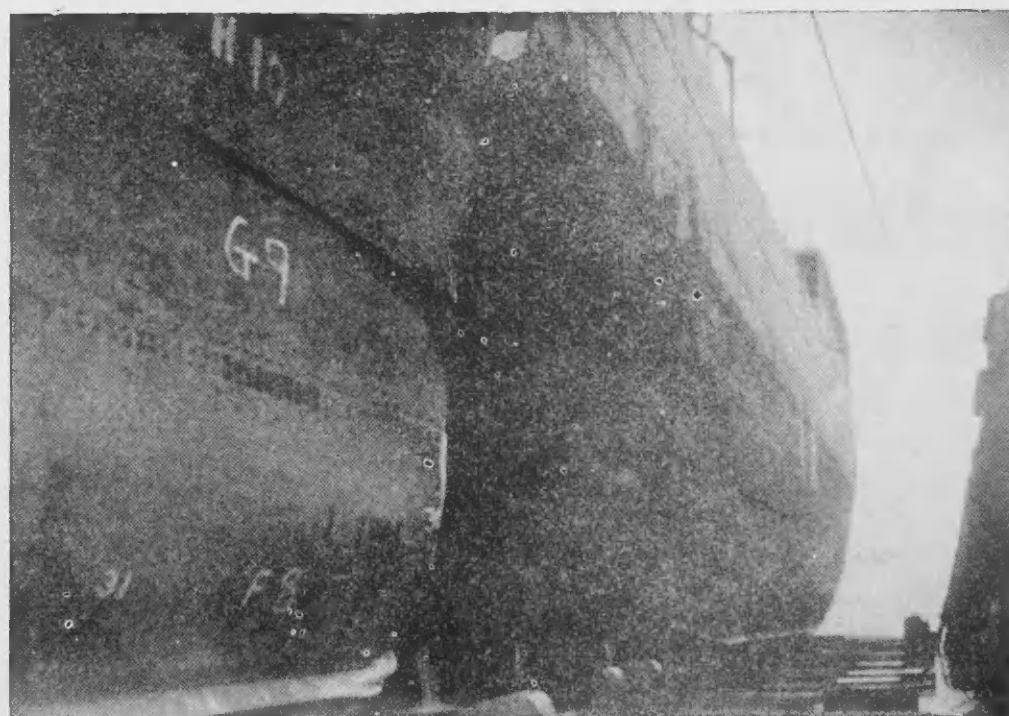
The **Elliot**, which was torpedoed June 3, 1942, sank in six minutes — six minutes in which to decide that the vessel was doomed, to send an SOS, to give the order to abandon ship, and to launch the boats. Nearly all the crew members were seen on deck after the explosion, but the ship settled by the stern very rapidly with the bow coming high in the air; it capsized the lifeboats that had just been launched, and threw all hands into the water in every direction. Thirteen men were drowned when the lifeboats capsized or were sucked under by the sinking ship. Thirty men clung to four rafts that were lashed together; just before dark a plane appeared (possibly from our Dakota field?) and signaled by blinker that help was coming. A destroyer found them next morning and landed them at Trinidad.

Meanwhile seamen Smithson and O'Connor were having a rare experience. The ship's suction had carried them under, but they got free in time and bobbed to the surface; later, they made a raft out of a mast, a spar from a lifeboat, and a plank, and kept hailing the rafts of the other survivors but without success. By the time darkness fell, they were about

to give up. Then: "All of a sudden a big black shape loomed up — the submarine. We cried for help and after about five minutes they sighted us .....two seamen in the bow threw us a heaving line and pulled us to the sub .....the commander spoke perfect English. We asked him to take us to the rafts and he agreed .....when we could see the rafts 300 yards away a flare went off overhead .....we were shoved down the hatch of the conning tower and the U-boat submerged .....they gave us water, hot tea, and bread and cheese, also rags to wipe off the oil .....We surfaced for a few minutes, then dove again. We were blindfolded and taken to the torpedo room, where they washed us in petrol to remove some of the oil. We were in the torpedo room an hour and a half. The men with us could speak no English, but they were kind and kept feeding us water and graham crackers....."

After three hours below, they were given the submarine's 12-foot lifeboat, with four gallons of water and a day's ration of hardtack, and told to row south to reach their comrades. Then began an agonized five-day wait for rescue; they saw planes or ships nearby every day, but only once attracted the attention of a ship, which promptly zig-zagged away. Finally, when they were so weak they could only lie in the bottom of the boat and drift, they were picked up by a Brazilian tanker.

A train could be driven through the hole ripped in the side of the **PAUL H. HARWOOD** by a torpedo. The ship was travelling in ballast when she was hit.







The ESO RICHMOND (taken into the Navy as the oiler KASKASKIA) fuels the aircraft carrier ESSEX and the cruiser BALTIMORE at the same time.

## With its Whistle Blowing

The E. M. Clark (originally the *Victo-lite*, a common pre-war visitor here) was another victim of the deadly Cape Hatteras area. On March 18, 1942, during the period when the undersea warfare was at a vicious stage, the ship was hit but failed to catch fire. The masts were down, the deckhouse smashed, and the decks were littered with wreckage; in rain-lashed darkness lit by lightning flashes, the radio operator and the captain tried to string an emergency radio antenna. A second torpedo that went deep inside before exploding forced them to abandon ship.

The ship's whistle jammed and sent out a steady roar. A few minutes after the boats were clear, the stern lifted high, and she plunged forward and down. Just before the smokestack disappeared under the surface, the whistle, which had been blowing steadily since the second explosion, stopped for a few seconds, then started again, and was still blasting as it went under.

## They Get the Biggest

The C. O. Stillman, which was on its way to Aruba at the time of the February 16, 1942 attack here and went unreported for days, had only four more months to live. In June, one day out of Aruba, the largest tanker in the world (163,145 barrels capacity) was sunk with the loss of three crew members.

The first torpedo set the midship house afire and destroyed some of the lifeboats; the second, 25 minutes later, showered a group of escaping men with debris and fuel oil, which miraculously did not catch fire. Three minutes after the second torpedo the ship went down. The survivors on three rafts drifted for two days and two nights before they were picked up; two lifeboats landed on the shores of the Dominican Republic.

## In at the Start

The George G. Henry, which made history in Aruba more than 25 years ago, when it was one of the first depot ships anchored at Oranjestad to receive oil from lake tankers and pump it into ocean tankers, made history again in December, 1941, when it happened to be in Manila the day the Japanese attacked Pearl Harbor. (Its exciting war days over, the *Henry* is now back in Aruba, this time as part of the Lake Fleet doing the regular run between here and Lake Maracaibo.)

On the second day of the Pacific war the *Henry*, then a veteran of 21 years service, was lying at anchor in Manila Bay awaiting a berth to discharge her cargo. The entire crew was out painting the ship war gray when dozens of Japanese planes came over, bombing and machine-gunning the ships on their route. The closest explosion rolled the *Henry*, and later a bucketful of bomb fragments and machine gun bullets was picked up on deck, but no serious damage was done. The planes passed over and went on to make a shambles of the Cavite Navy Yard, plastering fuel dumps, ammunition warehouses, and the Navy Hospital.

Two days later, with the Japanese already making landings in the Philippines, the *Henry* discharged its cargo; on December 15 it was given permission to leave, provided the escape was made in darkness. Light buoys marking a mine field were out, and the ship almost got into the mines, but was finally led to the comparative safety of the outside waters. They then sailed south a thousand miles to Balikpapan, and secured 75,000 barrels of fuel oil there just a month before the plant was blown up to keep it from the enemy. From there they went to Soerabaja — and discovered after they entered the harbor that they had unknowingly sailed right through a Netherlands mine field. Finally, after sailing 1,600 miles alone through waters controlled or threatened by the Japanese they set out in convoy for Port Darwin,

## Death Struck Heavily

While many ships lost many men, two of the heaviest losses were sustained by the J. H. Senior, with 68 killed and only 6 survivors, and by the ESO Gettysburg, with 57 lost and only 15 surviving.

A few ships, on the other hand, seemed to lead charmed lives. Such was the A. C. Bedford, which carried 8,054,202 barrels of oil through some of the most hazardous seas without ever being damaged by enemy action. She travelled the Caribbean, Gulf of Mexico, North Atlantic, and Mediterranean, but tragedy never struck as it did to so many other ships of the fleet.

The J. H. Senior was in convoy 600 miles east of Halifax the night of August 19, 1943, when, in a dense fog, she was in a collision with a freighter. The resulting fire gutted both ships, and all but nine men on both vessels were lost. The *Senior* was carrying over 100,000 barrels of gasoline to England; the freighter was loaded with an equally inflammable cargo, thousands of bales of cotton and tons of magnesium, glycerin, resin, and wax. The ships became great torches from which escape was practically impossible, with burning gasoline spread over a wide area of the sea. The decks of the *Senior* had been loaded with a full cargo of airplanes, and in most cases these were reduced to molten metal.

The ship was towed to Canada, and later to New York, but repairs have not been attempted.

The ESO Gettysburg, less than a year and a half old, made safe voyages between March, 1942 and June, 1943, including several to Gibraltar and one to Oran. (On the way back from Gibraltar in November, 1942, she accidentally got in the way of the Allied armada that was steaming south to invade North Africa; she had to change course and go around the great fleet, 15 hours out of her way). The last voyage ended in disaster when she was struck by two torpedoes while en route from the Gulf to Philadelphia.

The blows came within four seconds of each other. The ship immediately burst into flames and quickly settled by the stern. Fire spread so rapidly that the men not already caught in it could only dive over the side. One group of six men were attacked several times by a shark, but managed to keep it at bay by violent kicking and splashing. Later they found the burnt-out hulls of two lifeboats (one containing three bodies), and in the next five hours they picked up the nine remaining survivors. They were rescued the following day by the SS *George Washington*.



## Australia.

The George G. Henry became an important auxiliary ship of the fighting fleet in the Southwest Pacific, the only privately-owned tanker that fueled warships of the Asiatic Fleet during the first four months of desperate defensive action. She fueled the aircraft carrier *Langley* before her last mission, a bold attempt to take fighter planes to strengthen the defenses of Java. She fueled the ships that were lost in the Battle of the Java Sea and immediately afterwards — the *Houston*, *Peary*, *Pope*, *Edsall*, *Stewart*, and *Pillsbury* — and later fueled the few survivors.

Eventually the *Henry* ran out of ships to fuel, so many had been lost in the attempts to stop the southward push of the Japanese. She went to Melbourne, where her first job was fuelling the transport *President Coolidge* for the voyage that took Philippine President Quezon to the United States. In April, 1942, she was taken into the Navy along with her ESO captain, J. G. Olsen, and served the balance of the war as the Navy oiler USS *Victoria*.

## Ships and Men

Countless stories came out of the ESO fleet's years in the war, stories of heroism, of freak escapes, of the unusual things that happened to men and ships while they delivered the oil. Nearly all could take a page by themselves; here are a few in brief form:

In 1943 the *Chester O. Swain* was anchored at Algiers when a Norwegian freighter 600 yards away exploded. When the 1,800 tons of German mines it was carrying blew up, 1,500 people were killed by the concussion and by an ensuing fire of ammunition on the harbor docks. Of all the ships in the basin when the explosion occurred, the *Swain* was the first to move under its own power; with only minor damage, in spite of its closeness to the blast, it was able to move out of the harbor until fires on shore and ships were brought under control.

When the *Persephone* was torpedoed off the New Jersey coast, the stern settled to the bottom in a few minutes, forcing the crew to abandon ship. Later, after he had been picked up by a Coast Guard vessel, the captain saw that the bow was still floating; he asked his rescuers to return him to the ship, where he salvaged 23 bags of mail. This was our mail, since the *Persephone* had left Aruba the week before. (The ship later broke in two and the stern was lost. The bow was towed to New York but was not salvaged, except that a year later, when the *Livingston Roe* was at Baltimore for repairs after a severe fire, the *Persephone's* midship house was removed intact, taken to Baltimore, and fitted to the *Roe*.)

Four lifeboats rowed away from ESO *Harrisburg* July 6 as the torpedoed vessel sank off the Venezuelan coast. One landed on a Colombian beach and these survivors made their way to Barranquilla. Two were picked up by a U.S. submarine chaser and landed at Aruba, and the fourth was found by the Netherlands destroyer *Queen Wilhelmina*, which also brought its survivors here.

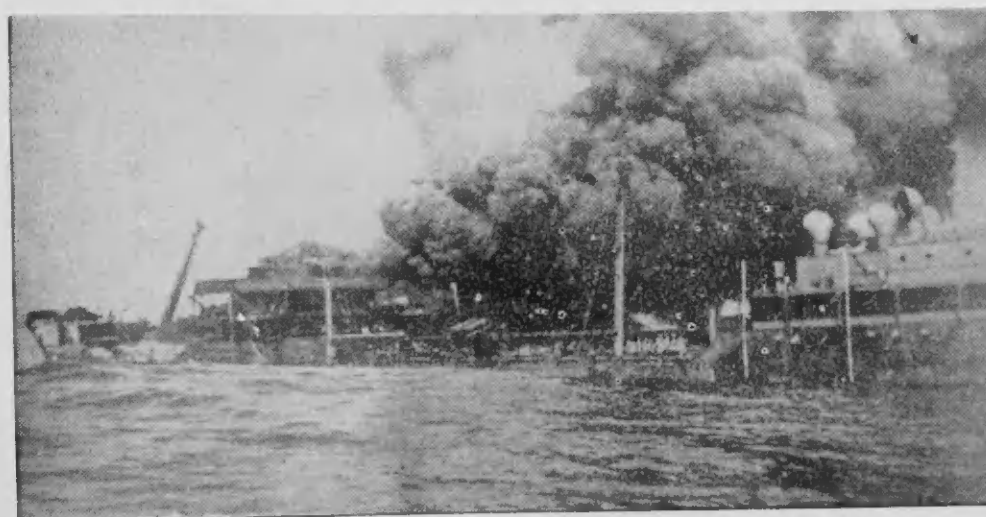
A dog and a man helped save each other when the E. G. Seubert went down in the Gulf of Aden, after leaving Abadan bound for the Mediterranean. When the ship was torpedoed, caught fire, and rapidly sank, the ship's clerk made an instant decision to take his dog with him when he jumped overboard, accepting a possible handicap to swimming that could have been dangerous.

As it turned out, it worked the other way. As the man jumped in, dragging the dog after him on a leash, his eyes and ears were filled with fuel oil from the thick coating surrounding the ship. He could neither see a raft if one were nearby, nor hear voices that might hail him. The dog paddled desperately ahead and his master followed, still hanging on to the leash. The dog may have heard men talking on a liferaft they approached; at any rate, some one on the raft heard the dog panting and gasping, and pulled him aboard, closely followed by the man on the other end of the leash.

Electrician Michael Wajda of the T. C. McCobb survived a seven-week ordeal on a liferaft during which one of his two companions died of exposure and the other went out of his mind and was lost overboard.

The ship went down 400 miles off the coast of French Guiana. With the exception of one man, plus the three on the raft, the entire crew was saved. As week followed week, those in the missing raft were presumed lost, and Wajda's mother had been wearing mourning for a month when, 50 days after the sinking, her son told his story in a hospital at Georgetown, British Guiana. He had lived chiefly on rainwater and raw fish, and had spent the last 11 days alone on the raft before his rescue.

Clouds of black smoke billow from the ESO BOSTON, torpedoed 300 miles north of St. Martin on a voyage from Caripito to Halifax.





# Esso-News

Dr. William Sparks, who has been actively associated with the development of a synthetic rubber that is used extensively for inner tubes, has been named director of the Chemical Division of the Esso Laboratories in S.O.D. He replaces Dr. Per Frolich, who has resigned to enter other activities after 11 years as director of chemical research.

A new contract providing for service and supply of aviation gasoline and oil to U.S. Army, Navy, and government aircraft in over 40 countries has been awarded to Intava Inc. for 1947. Intava will greatly increase its services to the government, particularly in Germany and South America. Intava represents the aviation petroleum products business of Jersey Standard and Socony-Vacuum Oil Company.

## Jersey Makes Connections With Middle East Companies

Standard Oil Co. (N.J.) recently confirmed that preliminary agreements have been made with two oil companies in the Middle East:

In one, the Company would purchase substantial portions of crude oil from the Anglo-Iranian Oil Company over the next 20 years. It would also assist in the construction of a pipeline from the Persian Gulf to the eastern Mediterranean.

The second agreement would involve the acquisition of a 30 per cent interest in the Arabian American Oil Company, which operates in eastern Saudi Arabia, and under this proposal Jersey would share the cost of another pipeline from the Persian Gulf to the Mediterranean.

The proposed transactions, if completed, will bring Jersey's crude supply into balance with its expected market demands in Europe. It will also reduce the drain on Western Hemisphere crude, the total of which will eventually be needed to cover the demand in this hemisphere. The Far East crude oil position of Standard-Vacuum, a 50 per cent Jersey affiliate, will also be strengthened.

## Baseball Schedule

January 19	Ramblers vs Cervceria	10:00 a.m.
	Artraco vs Dodgers	2:00 p.m.
January 26	Dodgers vs San Lucas	10:00 a.m.
	Pepsi vs Ramblers	2:00 p.m.
February 2	Pepsi vs Venezuela	10:00 a.m.
	Cervceria vs Artraco	2:00 p.m.

### End of First Round

February 9	San Lucas vs Ramblers	10:00 a.m.
	Dodgers vs Venezuela	2:00 p.m.
February 16	Dodgers vs Cervceria	10:00 a.m.
	Pepsi vs Artraco	2:00 a.m.

One of the hottest games in the current baseball loop at the Sport Park was the 8-7 win that Pepsi-Cola squeezed out over the Dodgers December 15. Pepsi scored two in the first and the Dodgers one. In the second, Pepsi pushed it up to 4-1, but the Dodgers came right back in the next inning with four runs to take the lead at 5-4. Then Pepsi scored another pair to make it 6-5, and the Dodgers duplicated the see-saw process to lead again at 7-6. In the eighth Pepsi tied it up at 7-7, and the battle went on to eleven innings before the soft-drink supporters pushed over their eighth and winning run, clinching the game by holding the Dodgers scoreless in the last half of the eleventh. That's good baseball for the crowds, though hard on the team managers' nerves.

## Lago Ta Ricibi Gradicimento Pa Yudanza na Victimanan Holandes

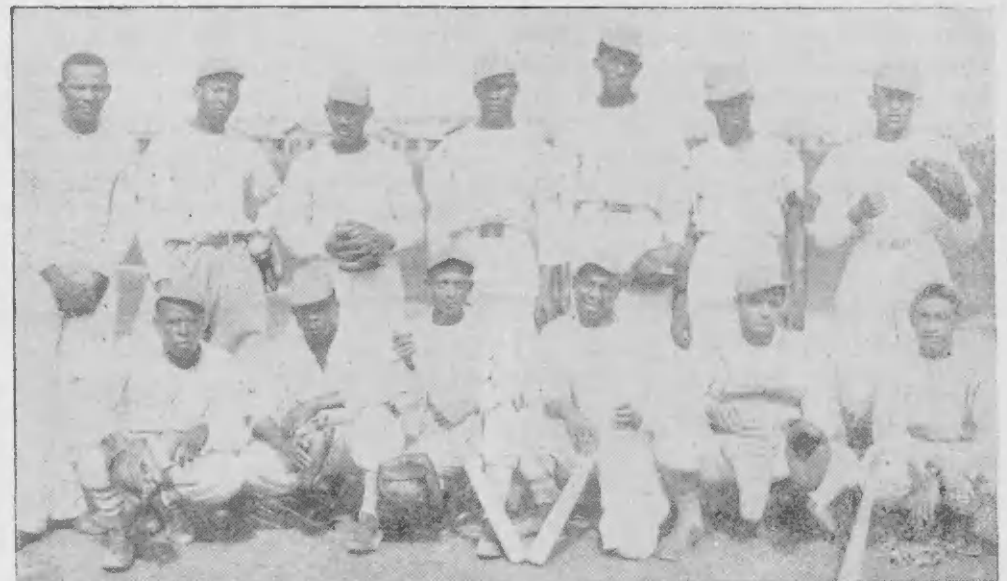
Recientemente Marine Department a ricibi e siguiente carta di Burgomaestro di Zutphen na provincia di Gelderland na Holanda:

"Di Aruba Hulp Fonds pa Holanda mi a haya sa di bo generosidad di no cobra nos pa flete pa articulonan destiná pa e hendenan di nos stad, cu ta terriblemente distribi. Esaki ta un prueba cu bo ta comprende nos necesidad, pa cual mi ta gradici bo mashá y mi ke laga sa cu nos ta aprecia boso ayuda mashá. Boso atitud lo no laga di duna nos mas curashi."

## Names and Faces on the Baseball Diamond



PEPSI-COLA: Back, left to right, Alberto Arends (manager), N. Quiñones, Edwin de Cuba, Menelio Loefstok, Luis Aponte, Manuel Salazar and Walter Arends. Front, Jesus Marin, Josef Arends, Nel Harms (captain), Francisco Romero, Rafael Romero and Virgilio Dirksz.



DODGERS: Back, left to right, Bobby Nisbet (manager), Norman Clarkson, Samuel Buntin, Edwaldo Romney, James Gibbs, Pedro Lake and T. Hoftijzer. Front, Mackinley Romney (captain), Richard Hazel, Gregorio Hodge, A. Phillips, N. Velow and Juan Perez.

### TEAM STANDINGS (as of January 8)

Team	G.W.	G.L.	Points
Ramblers	4	0	1.000
Cervceria	2	1	.666
Artraco	2	2	.500
San Lucas	2	2	.500
Pepsi-Cola	1	2	.333
Venezuela	1	3	.250
Dodgers	1	3	.250

Highest batting average: Longun Wilson .647. Pitcher winning most games: Joe Proterra Pitch 4, Won 4.

December 15	Pepsi Cola	8
	Dodgers	7
	Cervceria	7
	San Lucas	1
December 22	Artraco	7
	Venezuela	1
	Ramblers	2
	San Lucas	1
December 29	Venezuela	8
	Dodgers	4
	Cervceria	5
	Pepsi-Cola	2
January 5	Ramblers	6
	Dodgers	0
	San Lucas	6
	Artraco	5

## Dominicans Sponsor Cricket

Aruba and Curaçao shared victories with true Christmas spirit in holiday matches December 25 and 26 sponsored by the Dominica Cricket Club. On Christmas, playing for the Huckleman Cup (presented by E. J. Huckleman of the Dispensary), the Curaçao C.C. piled up 80 for all in a one innings match while Dominica garnered only 35 for all. Haywood and Charles were top batters.

The following day a Lago combination practically wiped out a Curaçao combination playing for a cup offered by the Company. Lago bowled all Curaçao for 72 runs, with Nicholas taking most wickets for the home team. Lago then went in and scored 98 runs at the fall of the first wicket, with Brown 47, out, and Howe not out at 41.

Following the Boxing Day match prizes were awarded, with Mr. Huckleman as master of ceremonies and C. J. Monroe making the presentations. In addition to the two cups, individual bowling and batting prizes were given. The Curaçao club expressed their pleasure at the Dominica club's hospitality.

## SCHEDULE OF PAYDAYS 1947

### SEMI-MONTHLY PAYROLL

PERIOD	PAY DAYS
January	1-15 Thursday, January 23 16-31 Saturday, February 8*
February	1-15 Monday, February 24 16-28 Saturday, March 8*
March	1-15 Monday, March 24 16-31 Thursday, April 10
April	1-15 Wed., April 23 16-30 Friday, May 9
May	1-15 Saturday, May 24* 16-31 Monday, June 9
June	1-15 Monday, June 23 16-30 Tuesday, July 8
July	1-15 Wed., July 23 16-31 Friday, August 8
August	1-15 Saturday, August 23* 16-31 Tuesday, September 9
September	1-15 Tuesday, September 23 16-30 Wed., October 8
October	1-15 Thursday, October 23 16-31 Saturday, November 8*
November	1-15 Monday, November 24 16-30 Monday, December 8
December	1-15 Tuesday, December 23 16-31 Friday, January 9

### MONTHLY PAYROLLS

PERIOD	PAY DAYS
January	1-31 Monday, February 10
February	1-28 Monday, March 10
March	1-31 Friday, April 11
April	1-30 Saturday, May 10**
May	1-31 Tuesday, June 10
June	1-30 Wed., July 9
July	1-31 Saturday, August 9**
August	1-31 Wed., September 10
September	1-30 Thursday, October 9
October	1-31 Monday, November 10
November	1-30 Tuesday, December 9
December	1-31 Saturday, January 10**

### SEMI-MONTHLY PAYROLL

Plant Pay Office  
2:30 to 6:20 p.m. on scheduled pay days  
7:30 to 8:30 a.m. on day following pay day  
3:30 to 4:30 p.m. on day following pay day when this day is a week-day. 12 noon to 12:30 p.m. only when day following pay day is a Saturday

\* Payoffice hours on Saturday pay days will be from 12:00 noon until 6:20 p.m.

\*\* Payoffice hours on Saturday pay days will be from 9:30 a.m. until 12:30 and 3:00 p.m. until 4:30 p.m.

### MONTHLY PAYROLLS

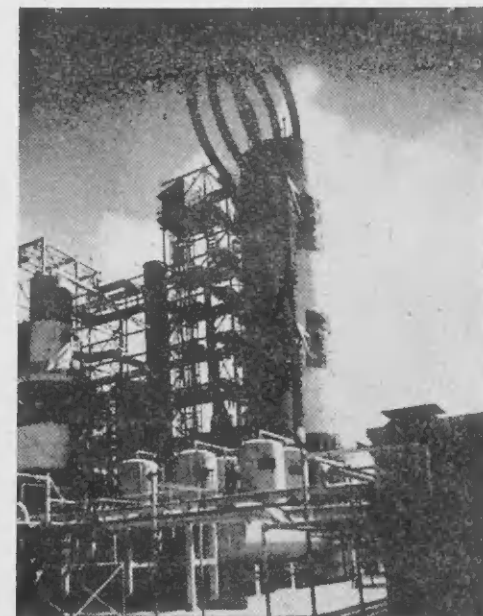
Plant Pay Office  
Staff employees working in refinery area (Private P.R.) & all General Works staff employees  
2:30 to 4:30 p.m.  
Main Office  
Private payroll staff employees  
1:00 to 2:30 p.m.  
Private payroll foreign staff  
2:30 to 4:30 p.m.  
General Works foreign staff  
2:30 to 4:30 p.m.  
All Payrolls - on day following pay days  
7:30 to 11:00 a.m.

## SCORES

December 15	Pirates	0
	Rangers	0
December 22	La Fama 'B'	3
	Trinidad 'B'	0
January 5	Voorwaarts II	4
	Rangers	0
January 7	Grenada	0
	Pirates	0

### ARUBA TRADING LEAGUE FOOTBALL STANDINGS

Teams	Games Played	Pts.	Percentage
La Fama 'B'	2	4	100
Voorwaarts II	3	5	83.3
B.G. 'B'	2	2	50
Pirates	3	3	50
Grenada	4	4	50
Rangers	5	3	30
Trinidad 'B'	3	1	16.7



K. B. Ross, works manager of the great Abadan refinery in Persia, who visited here a year ago, sent a Christmas greeting containing the picture above. The tower is part of a crude topping unit, with an unusual design in the overhead lines. An interesting feature of the tower is the cooling and condensing of overhead vapors by direct contact with cooling water in the three horizontal drums in the foreground.

Seon Frederick of the Marine Department's port steward section left December 8 on long vacation to Grenada via Trinidad, his first visit there in eight years. He worked his way as chief steward on the tanker "de Golía".



## Dramatic Society Succeeds in First Try



The Falcons bring the "South Seas" into San Nicolas.

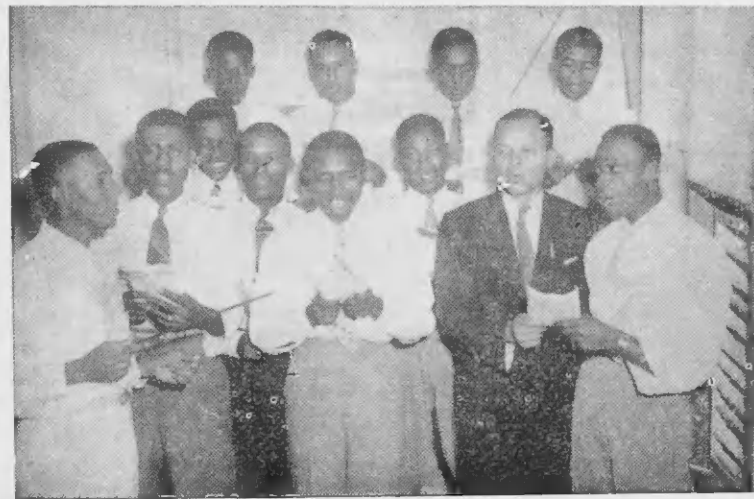
The Falcon Dramatic Society put on its first musical comedy at the B. I. A. Hall December 16, a production so successful that it was scheduled to be repeated last weekend in a larger hall at the Surinam Club.

The four-act "Romance in Mandalay", with a South Seas setting, was written and produced by H. Stevenson of the Storehouse. Elaborate costumes, music, and a fanciful story put it in the true musical comedy tradition.

In the picture above, left to right, are Stella Oliver, Laundry; Eileen Williams and William Houtman, Colony Service; Marjorie Anderson, Plant Commissary; Phillip Thorne, Training Division; Vanisha Vanterpool, Laundry (President of the Falcon Group); Vernon Morgan, Electric Shop; Jose La Cruz, Plant Commissary; Evelyn Daniel, Hospital (at the mike); Ashton Buckley, Colony Commissary; Ashton Hicks (sitting) Warehouse; Ewaldo Daniel (sitting), and Freda Richardson; Irad Benjamin, Electrical; Benson Douglas, Training Divi-

sion; J. Warner, Welding Shop; Gladys Herbert, Lloyds Register; H. Toddman, Warehouse; and E. De Coteau.

The Falcon group was organized about a year ago, and now has 35 members. Proceeds from their first production go into a fund to build a clubhouse with a library, gymnasium, and facilities for a girl-orchestra.



## Around the Plant

Jose Trappenberg of Personnel, who hails from Curaçao, spent the holidays with friends there. He flew over the day before Christmas and was back at work January 2.

Morel Fortin, dispatch clerk in Personnel, dispatched himself on vacation December 27, to be gone until March 8. A Lagoite since 1936, he has not been home to French St. Martin since then. On the way to St. Martin (where he plans to catch most of the fish and lobsters catchable) he plans to visit St. Kitts and St. Bartholome.

Prince Samuel, on long vacation from the Cold Storage Plant, spent the holidays in Grenada. He is due back February 16.

Harry Marcus of the Drydock left the job January 2 for an eight-week vacation.

Severa Bryson of the Hospital left December 21 for a seven-week vacation at San Pedro di Marcoris, Sto. Domingo. It is her first visit home in seven years.

Shown below are two groups that helped bring Christmas cheer to Aruba. At left is a choir that carried Yuletide songs to Lago Heights, San Nicolas, and Essoville, and to the Lago Hospital on Christmas morning. The group includes K. Edwards, E. Clark, L. Hamlett, E. E. Morris, D. H. London, L. P. Sullivan, P. Thorne, M. Boatwain, I. Homer, I. Heyliger, and A. L. Lewis (the leader, at front left).



Manuel Balanco's recent long vacation gave him plenty of rest (the ESSO NEWS found him in Curaçao one weekend) but it had its strenuous side too. He and Adrian Strang of L.O.F. are holding up a 12-foot shark they caught near Westpunt. (Third member of the fishing party was Guillaume Kamperveen of Gas & Poly.)

Lawrence Aitcheson of Electrical left January 4 for an eight-week vacation in Jamaica.

The group at right below portrayed the Birth of Christ at the Methodist Church December 19. Produced and directed by Mrs. Ruby Stevenson, the pageant was given by the Wesley Guild to raise funds for the new church building. In back, l. to r., are V. Bonnett, E. Connor, and A. Thompson; center, J. Knight, G. Herbert, E. Daniels, G. Thomas, S. Rajroop, R. Cato, and H. Tyson; in front, E. Daniel, E. Brown, and L. Crichton.



### The Wise Old Mouse

There were many mice living in a hole in a kitchen. At first they had a wonderful life, because they could find plenty of food in the kitchen. This didn't last very long, though, for the owner of the house brought a cat in the kitchen to catch the mice, that were ruining all the food. The cat was a very good mouse-catcher and the mice couldn't come out at all, out of fear of the cat's sharp claws. Not even in the night could they come out to find something to eat, without putting their lives in danger. At last they decided to have a meeting, to find a way of getting rid of their enemy.

As soon as the meeting started, a young mouse rose and said: "I know what we must do. Let's tie a bell around the cat's neck, then we can tell when he is coming."

The other mice thought this a very brilliant idea and they all clapped their paws for it. In a corner sat a very old mouse, in fact he was so old that the other mice didn't mind him at all. When the mice clapped he just laughed 'til he shook. "What are you laughing about?" they asked him.

"I just wonder", said the old wise mouse, "which one of you will be the one to tie the bell around the cat's neck".

No one answered.

"It's easier to say than to do," said the old mouse and was he right!

### E RATON BIEUW SABÍ

Tabatin hopi raton ta biba den un hol den un cushina. Na cuminzamento nan tabatin masha bon bida, pasobra nan tabata haya hopi cuminda. Pero esaki no a dura largo, pasobra e doño a busca un pushi pa cohe e ratonnan cu tabata distribí tur su cuminda. E pushi tabata masha lihé y sabí, asina cu e ratonnan no por a sali pa miedo di e pushi su uñanan skerpi. Ni den scur nan no por a sali busca cuminda sin pone nan bida na peliger. Porfin nan a decidí di tene un reunión pa busca un moda di salba di nan enemigo.

Asina cu reunión a cuminzá un raton chapalito di: "Ami sa kico nos mester haci. Laga nos mara un bel na garganta di e pushi, e ora nos por tende ora cu e ta bin."

E otro ratonnan a haya esaki un idea masha brillante y nan a bati man pa e raton. Den hoeki tabatin un raton masha bieuw, en berdad e tabata asina bieuw cu e otro nan no tabata hacié caso. Ora e ratonnan a bati man el a cuminzá hari te sagudi. "Ta kico bo ta hari?" e otro nan a puntré.

"Un cos so mi ke sa", e raton bieuw di, "cua di boso la mara e bel na garganta di e pushi?"

Ningun no a respondé.

"Ta masha facil pa bisa, pero pa haci ta e cos", e raton bieuw di, y razón a sobré.

### PINTA UN PRENCHI —

Busca un potlood cu un punta skerpi skerpi, cuminzá pinta na e punta cu number 1 banda di djé (caminda e flecha ta) y sigui hala e lína, siguiendo e numbernan: 1, 2, 3, 4, te na fin. Ora bo caba bo tin prenchi di algo cu bo ta mira hopi na Aruba.

#### DRAW A PICTURE

Take a pencil with a very sharp point, start at dot number 1 (see the arrow on the left side?) and then draw a line following the numbered dots: 1, 2, 3, 4, etc. When you finish you'll have a picture of something you often see in Aruba.

